

THE NEWS IN LONDON.

PHASES OF THE GREAT DOCK LABORERS' STRIKE.

GENERAL EXASPERATION WITH THE COMPANIES—OTHER LABOR DISTURBANCES—MR. BALFOUR'S SCHEME FOR A CATHOLIC UNIVERSITY IN IRELAND—THE QUEEN'S VISIT TO WALES—PERSONAL AND THEATRICAL.

(BY CABLE TO THE TRIBUNE.)

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London, Aug. 31.—The East End strike is proving disastrous, not only to the present but to the future prospects of London as an entrepot of commerce. Cablegrams have informed you day by day of the present difficulties, but must have failed to describe the tide of indignation setting in against the companies for their bad management and want of sympathy which is being shown toward the strikers. The dock companies have conceded point by point, until the only outstanding difference is the penny per hour which formed the first clause of the dockers' demands. Less than 20,000 pounds a year is said to be now involved in the issue, so that all classes who suffer, the shipowners, the merchants and the consumers, are in no pleasant frame of mind toward the dock directors, who hope that the refusal of sixpence an hour will save the self-interest. This feeling contributes to the outside sympathy which is being shown toward the strikers. Casual work at the docks has been limited periods, appealed to the general public as a real grievance, and though the directors have conceded other points of great value, their refusal to yield the additional penny makes Mr. Burns and other leaders to work the dockers' grievance more skillfully. The companies plead poverty and financial difficulties, and herein is their real weakness. They have amalgamated and extended their properties with reckless extravagance, and when the London and St. Katherine's were united some years ago both boards retained their twenty-one and eighteen, making thirty-nine directors. Some of the working arrangements, too, were made on the most costly basis, so that good dividends and good wages were impossible together. There is also a general feeling among the dock system to the type of men who control the dock system to a large extent is unsatisfactory, so that a demand for reorganization under a dock trust is one of the first practical proposals in the present difficulty. The threat of the Peninsular and Oriental Company to start new co-operative docks does not get much acceptance. Not only would the rivalries of the shipping companies stand greatly in the way of such a realization, but London is already very much sufficiently supplied with docks. The great basins of Tilbury are not half used.

Apart from the immediate issues in the present strike, the future position of London as a trade center largely depends on a reorganization of the dock companies, a reduction of the cost of administration and a great financial operation to recast the existing amalgamations. The dock tariffs were heavily increased after the strike of 1872-73, and in some cases 30 and 50 per cent. The ship companies, well managed as a whole, and yet paying small dividends, declare it an impossibility to pay larger dock dues, and any attempt in that direction will drive trade from London. The strike, too, has been exasperating other quarters than the East End docks. It has reminded the labor classes of the general improvement in trade and the necessity of looking after their own interests. The price of coal is already rising, under a threatened sliding scale to the benefit of the consumer. The coal porters of London have also thought it time to look after themselves. The London coal merchants are a wealthy ring, making enormous profits, and could not afford to have their market disturbed. Consequently they yielded to the spirit of revolt, which was also aroused in other poorly paid fields of labor, where the men professed to act out of sympathy with the dock laborers, though having an eye to the main chance by demanding an increase in their own wages. These little outbursts of those doing printers' work, of the biscuitmakers, the matchmakers, the coal porters and the railway dock men, have been stimulated by the dock strike, but have nothing to do with it. They are evidences of the discontent of cheap-paid labor, where wages range from ten to seventeen shillings a week, at a time when trade is prospering all around.

The latest phase of the dock strike is the tactical mistake of Mr. Burns and his co-leaders. They have turned a trade dispute into a question of public order. It is idle to suppose that Mr. Burns' demand that all the workers of London shall stop next Monday, if the dock companies do not yield by this Saturday noon, means anything else. Mr. Burns' proposed declaration of war against all legitimate industry because some 5,000 dock hands are underpaid, is denounced as an attempt to terrorize capital by reviving the International. Moreover, Mr. Burns and the Socialistic group who are largely pulling the East End wires, are not popular with leaders like Mr. Broadhurst, Mr. Cremer, Mr. Lowell and well-known trades-unionists. During the past fortnight these last-named have been particularly reserved. The truth is that they disapprove of Mr. Burns' continental Socialism and object to his running a workingmen's show. In their absence such stormy petrels as Messrs. Besant, Cunningham and Graham have supported Mr. Burns' oratory. But there are increasing indications of the difficulty being settled. The dock companies seem this morning in a more yielding mood, and the workmen show a greater eagerness to resume their duties. But for excessive intimidation hundreds would have returned long ago. It is many years since so much terrorism has been displayed, and the newspapers teem with complaints.

Mr. Balfour's announcement respecting a Catholic university for Ireland has been a bombshell to the Radical party. Already there is a dangerous rift between the Radicals, arising from various causes—the vote on the Royal grant and the Radical opposition to recent Irish Government bills which involved encroachments on the Imperial Exchequer—for a month or more there has been a deal of friction between these two sections of Mr. Gladstone's followers. Mr. Balfour now adds to their confusion by proposing a huge vote which will possibly divide the Radicals and make peace with the Irish hierarchy. This use of Imperial funds will not only provoke the anger of the Radicals, but will arouse the hostility of the Orangemen and the ultra Protestants. Mr. Gladstone was defeated in 1873 when he only proposed making a Catholic university a constituent college in a university. Mr. Balfour is now clearly opening up for his party a vista of tremendous difficulties. He may drive a wedge into the Radical-Parnellite alliance, but he will arouse a storm among many staunch supporters of the Government. Mr. Chamberlain's explanations show that the project has the full approval of the Liberal-Unionists. They have often declared that Ireland ought to obtain from the present Imperial Parliament everything that she ought reasonably to have. There is no doubt that if an Irish House of Commons sat in College Green one of its first acts would be the closing of the "godless" colleges, as the present ones are called, and the endowment of a Catholic University. In 1873 the Conservatives and Nonconformists united to defeat Mr. Gladstone's bill, and it will be one of the most interesting problems of the future to learn how Mr. Gladstone will act toward Mr. Balfour's new proposal. Many months must elapse before we know the lines of that measure. Meanwhile Mr. Bal-

four's promise may help to keep Ireland in a better humor during the dark nights of the winter, and the Pope, who must have known of this project, will stand better in the eyes of his Nationalist Bishops, whose patience has been sorely tried by the apparent complaisance of the Vatican toward Lord Salisbury and the so-called brutal administration of Ireland.

The Queen's visit to Wales is such a distinct diplomatic success that it is likely to be repeated. Mr. Gee and other disloyalists are grievously nonplussed by the enthusiasm of Her Majesty's reception. They describe the journey as a Tory manoeuvre, and Mr. Gee writes to his once influential newspaper in a foaming rage. It is most probable that the visit will be repeated, and it may lead to a Royal journey to Ireland. That country is now more settled than when the Prince of Wales last visited Dublin, and it is well known that the Queen is not unwilling to undertake the journey. Like the rest of her family she does not lack courage, and it is believed that the Prince of Wales's journey was undertaken in part to see how Royalty would be received. The result, it will be remembered, was not encouraging, but since that time Ireland has made an immense improvement, and if the Government's educational proposals also put the priesthood into a good humor, the Queen may yet see her Irish subjects. It is said, and I believe with truth, that Prince Christian and Princess Beatrice, who have great influence with the Queen, are both favorable to a Royal visit to Ireland.

Mr. Benson's confessions of his gambling follies and Mrs. Kendal's new book are the two most popular works of the week. Mr. Benson's book is full of interesting gossip, and it attracts attention. Having married an actor, she vowed never to play love scenes with anybody else. Miss Kendal is to make her debut immediately on her parents' return to London.

The Olympic Theatre, which is probably the most unfortunate house in London, is to be pulled down and a new one erected in its place. Possibly Mr. Wilson Barrett will be the first lessee.

Mr. Barry Sullivan is once more ill, and is said to be in a serious condition.

Signor Verdi is reported to be writing another opera. Like his last, "Otello," it is on the lines of a tragedy, and is based on the story of Beatrice di Tenda.

The iron curtain and additional exits at the Court Theatre have saved what might have been a terrible panic when a fire occurred there this week.

TALK OF EXPELLING AMERICANS FROM CHINA. London, Aug. 31.—A dispatch to "The Standard" from Shanghai says: "Pekin advises are that a number of Chinese officials have petitioned Prince Chun to have all Americans employed in China expelled from the Empire. It is reported that Prince Chun consents."

TO BUILD A GREAT RAILWAY IN CHINA. London, Aug. 31.—A dispatch from Shanghai says: "Tenders have been received for the construction of the first section of the railway from Peking to Chinkiang. It is estimated that the rails and plant will cost \$70,000,000."

SAYS HE WROTE THE ANARCHIST MANIFESTO. Bern, Aug. 31.—Albert Nicolet, an engraver, has confessed to the authorship of the Anarchist manifesto recently circulated throughout Switzerland. He will be tried for the offence in this city.

PAUL'S BODY TO REST IN CORSICAN SOIL. London, Aug. 31.—The body of Paul de Pail, the French Corsican patriot who died in exile near London, in 1807, has been exhumed from St. Pancras Church burying ground and shipped to Corsica.

MRS. MAYRICK GROWING STRONGER. London, Aug. 31.—Mrs. Mayrick is permitted by the prison authorities to take exercise in the prison yard. Her health is improving. She still maintains her cool temper, and seems to be settling into the routine of convict life.

GRAIN AND FLOUR TRADE OF MINNEAPOLIS. Minneapolis, Aug. 31.—Minneapolis continues to enjoy the distinction of being the greatest primary wheat market in the world. The total wheat receipts for the crop year ending to-day are 35,000,000 bushels in round numbers. This is 10,000,000 bushels less than last year owing to the light crop. The flour output fell off a little this year owing to the poor quality of wheat and the high prices for flour in mid-July. The export of flour for the year ending to-day was 5,717,450 barrels and the export 1,532,345 barrels, as compared with 7,532,450 and 2,655,110 respectively for last year.

LAST HONORS TO HENRY SHAW. St. Louis, Aug. 31.—The funeral of Henry Shaw, of Botanical Garden fame, took place this afternoon from Christ Church, Thirteenth and Locust sts. Bishop Tuttle, the Rev. Dr. Schuyler, the Rev. Cameron Davis and several other members of the Episcopal clergy of the city conducted the services. The funeral procession was one of the largest ever seen in St. Louis. The body was placed in the mausoleum which Mr. Shaw had built as his last resting-place. The will of Henry Shaw will probably be submitted for State Monday. It is generally understood that the bulk of his property will go to the city of St. Louis.

"SIM" COY. NOMINATED AGAIN. Indianapolis, Aug. 31.—Special.—"Sim" Coy was nominated by the Democrats of the Eighteenth Ward for re-election as a member of the Common Council to-day. Coy has represented the ward for many years, and drew pay during the whole of the time that he was serving his sentence in the Penitentiary for the tally-sheet frauds committed in 1887. He was elected to the Council in 1888, and he announced his intention of seeking re-election to the Council as a "vindication" from his party. In the primary convention he received 114 votes, against 32 for his opponent.

GRAIN RECEIPTS AT CHICAGO. Chicago, Aug. 31.—Receipts of grain this week and this month have been larger than any other week or month in Chicago's history. The total for this week is 9,088 cars against 8,271 last week. The total number of cars for the month is 35,012 against 31,875 during August, 1888.

OBIO EDITORS FORMING AN ASSOCIATION. Cincinnati, Aug. 31.—A number of editors from the interior of this State to-day organized the southwestern Ohio Editors' Association. The main object of the association is to institute a uniform scale of advertising, based on circulation. Committees on constitution and by-laws, etc., were appointed, and will report on September 25. The following officers were elected: President, W. M. Sanford, of Milford; Secretary, D. S. Towell, of Georgetown; treasurer, I. N. Baid, of Winchester.

THE HOMESTEAD STEEL WORKS ACCIDENT. Pittsburgh, Aug. 31.—John Dudas and William Fagan, two of the victims of yesterday's accident at the Homestead Steel Works, died to-day, making four deaths so far. Two more men, Isaac Lane and Joseph Burkes, will probably die.

A PLUCKY COUPLE CATCH A BURGLAR. Beverly, N. J., Aug. 31.—Mrs. J. B. Tevis, of this place, was awakened yesterday morning, discovered a burglar in her room, and, with her husband, made a bold attack upon him. The burglar was killed, and the couple were rewarded with a large sum of money.

A COAL SCHOONER SUNK BY A YACHT. Rochester, Aug. 31.—H. Warner's steam yacht "Siesta" ran into and sank the coal schooner "Anna M. Foster," off Charlotte, at 11 o'clock this morning. The night was hazy on the water and the schooner's lights could not be seen. The crew of the "Foster" were rescued by the "Siesta's" men.

NO SUCH LETTER WRITTEN BY GOV. AMES. Boston, Aug. 31.—Governor Ames, who is now in New York, has been told that a letter had been written by him to the effect that he was not going to support Mr. Brewster for Governor. The letter, however, was not written by him, and he is not going to support Mr. Brewster.

DELEGATES SOLID FOR ABBOTT. Bloomsbury, N. J., Aug. 31.—Hundred County Convention of delegates to the Democratic State Convention. They are solid for Abbott.

PROGRESS OF THE STRIKE.

PUBLIC FEELING ON THE SIDE OF THE LONDON DOCK LABORERS.

PLAN OF CAMPAIGN ADOPTED BY THE LEADERS OF THE MOVEMENT—AN ORGANIZED CRUSADE AGAINST CAPITALISM LIKELY TO BE THE OUTCOME.

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London, Aug. 31.—The long-smouldering discontent of the laborers in the London docks received a strong stimulus by the revelations before the Lords' committee on "sweating" last year. The leaders of the labor movement, seizing the opportunity, vigorously prosecuted a campaign in the East End, and fanned the embers of discontent until the dockmen, roused from the lethargy induced by their sordid surroundings, submitted to the guidance of Burns, their champion, and other active spirits, their concerted action, and other active spirits, their concerted action, leading to the present crisis. This only done slowly, the conditions under which labor is employed—especially the large surplus of workmen anxiously fighting at the dock gates each morning to obtain even a few hours' employment—rendering it impossible to take decisive action until the workmen were fully prepared. The continuance of the strike for seventeen days, and the determined attitude of the strikers now, show that the leaders carefully calculated the probable course of the movement before notice of the strike was formally given.

Interviews had to-day with the police officials, coroners' officers, and other functionaries, whose duties bring them into daily contact with the dockmen and those of allied employments, show that for years past the condition of the dockmen's families has been as bad as any of the worst cases revealed before the Sweating Committee.

The local Radical clubs and other organizations are fully alive to the importance of stilling while the iron is hot. They are greatly assisted by lecturers, and by a house-to-house propaganda, intended to foment discontent and strike committees, in view of the present situation, and the strike committee's latest manifesto, promises to develop into an organized crusade against capitalism generally.

The aspect of affairs in the East End of London to-day was quieter than might have been expected. The strikers adhere to their full demands, though the countenances of many who hurriedly enter and depart from the docks, and the position indicates sharp privation. Allegedly, the position indicates sharp privation. Allegedly, the position indicates sharp privation.

Wade's Arms, a typical East End tavern, in Jerusalem-st., a narrow thoroughfare abutting on the East India Dock road, is at present the headquarters of the strike committee, and is likely to become the centre of a movement in behalf of labor the ramifications of which will touch every British employer and capitalist. To-day Burns and the other active spirits of the movement were in the room, and Burns drove rapidly in a cab to the offices of the different dock companies, and was eagerly followed by the strikers, who anxiously waited outside for the still delayed announcement that the companies intended to yield to the strikers' demands.

The employees of Yarrow & Co., who are under a heavy contract to supply the Government with torpedo appliances, struck to-day, while 5,000 iron workers, of the Isle of Dogs, have gone out for a day of abstinence. The various public subscriptions to afford practical relief. As an instance of the many spontaneous helps, Mr. Ladlow, proprietor and manager of the "Penny Post," has offered to supply the strikers with two shillings to tide him over Sunday.

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A mass meeting of dockmen will be held in Hyde Park to-morrow. The Melbourne "Traveller" Council, representing the branches of labor, has called a mass meeting for Monday, to raise funds for the London strikers.

THE STRIKERS' COMPROMISE REJECTED. RUMORS, HOWEVER, THAT ONE OF THE DOCK COMPANIES WILL TAKE ITS MEN BACK—MORE MEN STRIKING.

London, Aug. 31.—Mr. Burns, in terms suggestive of the possibility of some compromise, to-day asked and obtained the consent of the strikers to authorize their leaders to agree upon terms which the leaders might think desirable to accept. Later in the day Mr. Burns held a conference with the dock companies and submitted the compromise proposition agreed upon to-day. The dock companies, however, have refused to accept it, and denying that the wharfingers had assented to it.

It is stated that the managers of the Albert Dock have practically conceded the demands of the strikers contained in the compromise proposition submitted. If this proposition is accepted, the Albert Dock people will join with the wharfingers and take back their old employees at this juncture.

John Burns, in an address to the men this morning, said victory was near, and had been deemed possible a few hours ago. The men along the lower reaches of the Thames were coming out, and the belief was widespread that the strike was nearly over.

The iron workers at Ebbw, in Kent, have struck. The mechanics crews on the Northwestern Railway demand a 5 per cent. increase in wages.

CONTRACTS AWARDED BY THE STATE. Albany, Aug. 31.—Proposals for the following pieces of work were opened to-day by the Superintendent of Public Works, and contracts were awarded as follows:

For changing the machinery on the bridges over the canal at Hyde and at Brookport—Both awarded to Wm. M. Smith, at \$1,412 for the Clyde work, and \$2,022 for that at Brookport.

For improving the harbor at Canandaigua Lake—Awarded to Harbort & Algewater, of Buffalo, at \$15,873.

For rebuilding portions of the canal wall and culvert at Oswego—Awarded to P. J. Brummelkamp, of Syracuse, at \$6,048.

For building the substructure of a bridge over the Erie Canal at Prospect-st., Lockport—Awarded to James Robinson, at \$1,253.

For a bridge over the Erie Canal at Culver-st., Rochester—The substructure work awarded to J. D. McLaughlin, at \$10,020, and the superstructure work to the Rochester Bridge and Iron Company, at \$4,175.

For building the Erie Canal at Buffalo, N. Y.—The terms awarded to Sprague & Co., of Syracuse, at \$24,040.

For the completion of the Forestport dam on the Black River, Oneida County—Awarded to Philip McGuire, at \$44,547.

BIG FISH IN ARMOUR'S NET. Chicago, Aug. 31.—On the Board of Trade this morning a shark was seen, and a large number of small fish were immediately going up another 37 1/2 cents and 11 1/2 1/2. There is but one theory in regard to it—that it is an Armour deal and that all the professionals, Phillips, Wright, Cudahy and the others, are entrapped. Phillips was busy covering this morning at the big fish, and he has sold 10,000 barrels at a loss for him of \$1,500 to a barrel. Cudahy was in the pit fighting the deal, selling October for the 1,000 barrel lot at a time.

A COAL SCHOONER SUNK BY A YACHT. Rochester, Aug. 31.—H. Warner's steam yacht "Siesta" ran into and sank the coal schooner "Anna M. Foster," off Charlotte, at 11 o'clock this morning. The night was hazy on the water and the schooner's lights could not be seen. The crew of the "Foster" were rescued by the "Siesta's" men.

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APPOINTED BY THE PRESIDENT.

W. G. VEAZEY, OF VERMONT, TO BE AN INTERSTATE COMMERCE COMMISSIONER.

EDWARD MITCHELL TO SUCCEED S. A. WALKER AS UNITED STATES DISTRICT ATTORNEY FOR THIS DISTRICT—OTHER APPOINTMENTS.

[BY TELEGRAPH TO THE TRIBUNE.] Deer Park, Md., Aug. 31.—President Harrison this afternoon signed the commission of Wheelock G. Veazey, of Vermont, as member of the Interstate Commerce Commission. It is said that the President hesitated between Judge Veazey and A. W. Campbell until the last moment, finally deciding to give the office to the Vermont man from a feeling that New-England had, in a certain sense, a claim to the place, because ex-Commissioner Walker was from Vermont. Mr. Campbell was strongly indignant.

Other appointments of the day were: John C. Watson, of Nebraska, to be United States Attorney for Alaska; Edward Mitchell, of New-York, to be District Attorney for the Southern District of New-York; and Willis Vandewater, of Wyoming, to be Chief Justice of Wyoming.

Mr. Veazey is Chief Justice of the Supreme Court of Vermont, and has held that office for many years.

INCREASE IN THE PUBLIC DEBT IN AUGUST. Washington, Aug. 31.—It is estimated at the Treasury Department that owing to large pension payments, nearly \$15,000,000, coming on top of other large payments in July, the debt statement will show that the public debt has increased about \$1,500,000 during the month of August.

The United States Treasurer to-day mailed 7,923 checks, aggregating \$1,200,724.72, in payment of the interest due September 1 on United States registered 4 1/2 per cent bonds of the funded loan of 1891.

AN AMERICAN SCHOONER SEIZED BY THE RUSS. Washington, Aug. 31.—Acting Indian Commissioner Holt to-day received the following letter, dated August 21, from W. L. Powell, United States Indian Agent at Neah Bay Agency, which is in the extreme north-western part of Washington Territory:

This morning the schooner James G. Swan, which belongs to two Mahah Indians, arrived in the bay. This schooner had a white man for master, and one as mate. The rest of the crew consisted of fourteen Indians. She was sighted in the Behring Sea on July 30, while sailing by the Revenue cutter Rush, and was seized by the captain to take the schooner to Sitka. Instead of doing this, he brought her here, and will take her from here to Port Townsend, where she will be sold. She had on board, when sighted, 190 seal skins, which were taken possession of by the Rush. I see of no way of relief for the Indians. Should there be any, I hope the Indian Department will aid them.

BONDS OFFERED AND ACCEPTED. Washington, Aug. 31.—The offerings to-day aggregated \$100,200, as follows: Four per cent, registered, \$2,700, \$3,000, \$25,000, \$25,000, \$100, \$200, \$100,000, \$12,000, \$2,100, at 128 1/4; 4 1/2 per cent, \$2,000 at 106 1/4; \$400 at 105 1/4, and \$15,550 and \$1,500 at 104 1/4. All the offers were accepted.

On August 3, 1887, and including to-day, the Treasury Department has purchased \$7,305,350 4 per cent bonds and \$1,185,350 4 1/2 per cent bonds, or a total of \$8,490,700. Their cost was \$256,552.875, and they would have cost at maturity \$250,724.522, so that the Government has saved \$5,766,175.478, at a cost of \$22,515,350. The bonds were sold on August 27, when \$9,329,600 was paid out for \$9,415,000 in bonds.

NO INSULT TO GEN. SHERMAN INTENDED. EXPLAINING AN INCIDENT OF THE GRAND ARMY'S DEPARTURE FROM MILWAUKEE. Chicago, Aug. 31.—Grand Army circles have been considerably worked up to-day by the reports in the morning newspapers relating to an alleged insult to General Sherman by members of the Phil Sheridan Post of Chicago. The affair took place at Milwaukee yesterday forenoon on the train which was about to start for Chicago. The story goes that General Sherman and his brother were shown to a car, which was afterward entered and claimed by a Chicago party, members of Phil Sheridan Post. Even the presence of General Sherman, it is said, did not avert the insult. The party against the insult did not allow the protest of the General and his brother went out and left the Chicagoans in possession. A reporter called on William Curtis, commander of Phil Sheridan Post, this morning to get his version of the story.

"It is an awkward affair," said he, "and it is not going to be an easy matter for us to make it appear just right in the eyes of the people, although we did nothing improper and are really not blameworthy. The fact is that the General was a little tired and his brother a little too quick tempered, and they took a little more than was meant. The car which the General boarded was one which eight or nine of us had charted, and as we had our wives with us, we could do nothing less than insist on claiming the provisions we had made for their comfort. When the car was backed into the station and attached to the train a rush was made for it, and when we reached it the seats were already filled. We protested to the porter, who immediately began to quarrel with us. It was not until after that General Sherman was one of the intruders, but as soon as he was observed the porter told him that he was in the wrong car, that his seat was in the coach ahead, and his brother flew all over the place in a minute and denounced us for disturbing the old commander. Vice-Commander Brown, a member of the party, offered General Sherman a seat, but the offer was refused. His luggage was picked up and carried into the car that should have been his at first. The General, however, accompanied by Major Sherman, who was still burning with indignation.

We intended no disrespect to the General. We did not treat him rudely, and he had no real reason for getting so angry, except that he was tired and did not like to move. If our party had consisted of men alone, it would have been different, but you see, we had eight ladies and we were obliged to make a complaint. Besides, the General might have said in the car anyhow had he chosen to accept the seat Mr. Brown tendered him, and perhaps he would have done so if his brother had not been so hot."

A BOLD HIGHWAY ROBBERY. Woonsocket, R. I., Aug. 31.—Charles W. Smith, of No. 36 Fountain-st., Providence, was the victim of a boldly executed highway robbery at 11 o'clock this morning in the southern part of this city. He was walking through a garden near a strip of woods, and within sight of a dozen dwellings, when a man approached and demanded a dollar. Upon being refused he held a revolver close to Smith's arm and fired, making a bad wound and fracturing a bone. Smith fell and the highwayman took his victim's gold watch and chain and walked off. The assailant is described as a respectable looking, five feet seven inches tall, smooth face, and weighing about 160 pounds. He was dressed in a dark cloth coat, a white shirt and a tie. The latest of a series of bold assaults and robberies and outrages on women and girls that have disturbed the people of this city and adjoining towns during the past two weeks.

TO SETTLE THE ILLINOIS MINERS' STRIKE. Chicago, Aug. 31.—Governor Fisher, State Railway Commissioner Wheeler, and a committee representing the Northern Illinois striking coal miners, held a conference with closed doors here this morning. The meeting was brought about by Commissioner Wheeler, who said that he had a proposition to make to the miners, and that he would like to hear of the miners' representatives and the men. Just what the proposition was is not definitely known, but the understanding is that it related to a reduction in freight rates on coal, enabling the operators to make a corresponding advance in the price of mining. On Governor Fisher's suggestion, it was decided to call a conference between the miners and the operators, to be held at Joliet on Monday, when Mr. Wheeler's proposition will be laid before the meeting. In case the trouble is not then settled, Governor Fisher will issue a proclamation.

BOGUS DOLLARS IN NEW-JERSEY. Belvidere, N. J., Aug. 31.—Warren, Sussex and Morris counties are being flooded with counterfeit silver dollars, the work of a gang of Italians belonging to the colony of Allen Brothers at Stanhope. Many merchants have been swindled and one arrest has been made. The man arrested said he got the counterfeiters from the publisher of the Hibernia Mirror, where he had been at work. A merchant who sold the counterfeit coin for \$15 got eight of the counterfeit coins.

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